

*** THE PROFESSIONAL MARINE COMMUNICATOR ***
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DEDICATED TO ALL OUR BROTHERS WHO HAVE DEDICATED THEIR LIVES TO
MARINE COMMUNICATIONS

*** MOBILE RADIO/WLO INAUGARATES AUTO TELEX. WLO HAS STARTED UP ITS NEW AUTO TELEX FACILITIES. THIS IS THE THRANE AND THRANE SYSTEM WHICH IS MANUFACTURED IN DENMARK. WLO'S SYSTEM IS A BIT MORE AMBITIOUS THAN THE FOREIGN SYSTEMS IN THAT IT HAS GREATER CHANNEL CAPACITY (16 AUTOMATIC CHANNELS) V.S. THEIR FOREIGN COUNTERPARTS WHO HAVE ONLY CAPACITY OF 4 TO 12 AUTOTELEX CHANNELS. THEY ARE CURRENTLY OPERATING ON ITU CH 612, 810 1229 AND 1615. THEY REQUEST RADIO OFFICERS WITH EXPERIENCE WITH THE SYSTEM (GKA, OXZ, PCH AND 8VG TYPE) TO CALL IN FOR TEST. THEY HAVE SET UP TEST TERMINALS TLX NR 131, 132 AND 134 FOR TEST. E.G. DIRTIX131+ (+ IS UPPERCASE "Z"). THE ENDING FOR WLO'S AUTOTELEX IS "KKKK". THERE ARE 3 FT69 TELEX CODES FOR THE USA - 0230 FOR WUD (WESTERN UNION), 023 FOR ITT, WUI, RCA, GRA, FTC, TRT AND 0255 FOR TWX NUMBERS. R/O'S ARE ADVISED IF THEY DO NOT KNOW IF THE NUMBER IS WUD, THEY SHOULD TRY 0230 PREFIX FIRST AS THE WESTERN UNION LINE DOES NOT CROSSOVER.

HERE'S WHAT IT LOOKS LIKE ON YOUR PRINTER...

WLO RTTY 810 (WRU)	WLO PRINTS HIS AAB AND REQUESTS YOURS.
10899 WABC X	SHIPS AAB
GA+?	WLO PROMPTS GA
DIRTLX023441718+	SHIP REQUESTS DIRECT TLX CONNECTION TO TLX 441718
WLO RADIO MOBILE	MOBILE AAB
GA023441718+	WLO DIALS
ITT 9/31/86 2335	IRC PILOT LINE
441718 SHIPCORP UI +?	SUBSCRIBERS AAB
MSG+?	WLO PROMPTS SEND MSG

(SHIP SENDS MSG)

(WRU)	SHIP REQUESTS SHORE TERMINAL'S AAB
441718SHIPCORP UI +?	SUBSCRIBER'S AAB
10898 WABC X	SHIP SENDS AAB
KKKK	SHIP TERMINATES LAND LINE CONNECTION

THEN WLO WILL PRINT OUT THE TIME OF TELEX, DURATION, AND SUBSCRIBER CALLED. THEN IT WILL PROMPT "GA+?" AND IF YOU HAVE FURTHER QOT TO SEND, YOU SEND TLX FOLLOWED BY THE TLX NUMBER OR DIRTIX FOLLOWED BY THE TELEX NUMBER FOR DIRECT CONNECTION. IF YOU QRU SEND BRK+ AND WLO WILL CUT OFF THE SITOR LINK. IF THE MSG PROMPT OCCURES BEFORE THE SUBSCRIBERS ANSWERBACK IS PRINTED, REVERT THE LINK TO RECEIVE AND WAIT FOR SERVICE INFO, LIKE OCC, DER, NP, NC ETC, OR FOR THE AAB.

*** ANSWERBACKS... ON SITOR THE BEST ANSWERBACK ACCORDING TO A RECENT LETTER FROM PORTISHEADRADIO/GKA IS ONE THAT PRINTS LIKE THIS: 10898 WABC WHERE 10898 IS THE SHIP'S SELCALL NUMBER, WABC IS THE SHIP'S RADIO CALLSIGN, AND THE LETTER X WHICH IDENTIFIES THIS TELEX TERMINAL AS ONE BEING ON A SHIP. READERS ARE NO DOUBT ALREADY FAMILIAR WITH SUCH LETTERS AT THE END OF ANSWERBACKS, LIKE UI FOR USA (ITT), UR FOR USA (RCA), G FOR ENGLAND, RS FOR SINGAPORE ETC. USING THIS ANSWERBACK WILL GIVE THE SHORE USER AN EXCELLENT WAY TO GET HOLD OF YOUR SHIP. SINCE THE COAST STATION AUTOMATICALLY FORMATS THE HEADER AND FOOTS THE TELEX WITH ITS OWN ANSWERBACK AND TELEX NUMBER, GREATER SUCCESS OF RETURN DELIVERY IS ASSURED.

THE CORRECT FORMAT FOR TELEX ANSWERBACKS SHOULD BE: CARRIAGE RETURN, LINE FEED, FIGURE SHIFT, (SHIP'S SELCALL NUMBER), SPACE, LETTER SHIFT, (SHIP'S CALLSIGN), SPACE, (THE LETTER "X"), CARRIAGE RETURN, LINE FEED, LETTERS SHIFT.

NEEDLESS TO SAY IF THE SHIP'S CALL SIGN BEGINS WITH A NUMERAL, THE LETTER SHIFT PRECEEDING THE CALL SIGN SHOULD BE DELETED.

USING THIS FORMAT ENSURES THE ANSWERBACK WILL BE ON A NEW LINE AND WILL BE IDENTIFIABLE AS SUCH.

*** ANTI-GARBLE TELEX TURN-AROUND... MANY, IF NOT ALL OPERATORS OF MARINE TELEX HAVE EXPERIENCED AT TIMES THE "FIGURE SHIFT BLUES" -- THAT ANNOYING GARBLE WHICH RESULTS FROM BEING IN THE WRONG SHIFT UPON RESUMPTION OF RECEPTION: WHEN THE DARNED OPERATOR SENDS THE LETTER "D", POP! GOES THE ANSWERBACK! THIS CAN BE AVOIDED BY JUST ADDING THE FOLLOWING SEQUENCE TO YOUR BUFFER AFTER YOU'VE SENT THE CHANGE OVER SEQUENCE (FIGURE SHIFT, "Z", "B") +? AS IT PRINTS ON ALL MACHINES EXCEPT FOR THOSE MADE FOR U.S.A. DOMESTIC MARKET WHERE IT PRINTS "?

TO PREVENT GARBLE FROM THE FIGURE SHIFT BLUES DO THIS:

1. SEND CHANGEOVER SEQUENCE (FIGURE SHIFT, "Z", "B") +?
2. ENTER INTO YOUR TRANSMITTER BUFFER FROM THE KEYBOARD: CARRIAGE RETURN, LINE FEED, LETTER SHIFT.

THIS WILL END THE "FIGURE SHIFT BLUES", AND PUT A STOP TO "POP! GOES THE ANSWERBACK" WHEN THE SHORE STATION STARTS TO SEND "DE".

*** U.S COAST GUARD SITOR... SOMEONE ASKED ME TO MAKE A COMMENT ABOUT THE COAST GUARD'S PRACTICE OF SENDING A DOUBLE CHANGEOVER SEQUENCE (+?+?) ON SITOR BECAUSE THIS PRACTICE CAUSES MULTI-CHANGEOVERS AND OTHER ERRORS TOO HORRIBLE TO MENTION, IF THE SITOR UNIT DOES NOT CHANGE OVER IMMEDIATELY WHEN THEY STOP TYPING, THEY GET IMPATIENT AND START SENDING +?+? ...UNFORTUNATELY, EVEN AFTER SERIOUS DELIBERATION MY MIND REFUSES TO COMPREHEND SUCH STUPIDITY.

*** TAMPA RADIO TO START UP TLX SERVICE ON 6 AND 12 MHZ TO AUGMENT ITS PRESENT 8 MHZ FACILITIES.

***TUCKERTON RADIO/WSC (NEW JERSEY) IS PLANNING NEW RECEIVE SITE, AND SITOR. SUPER-OP W.J. KANE OF WSC, WAS HALF OF A TWO-WAY THAT DISPROVED COMSAT'S CLAIM FOR 300 MILE MAXIMUM DX ON 500... HE RECEIVED TRAFFIC FROM A SHIP OFF ECUADOR THAT GAVE ONE QUICK CALL ON 500. SOME WATCHKEEPING!

*** MANAHAWKEN (OCEAN GATE) NJ RADIO/WOO TO ADD EXPERIMENTAL FEC MODE SITOR TO SEND SHORE TO SHIP SERVICE MESSAGES RELATING TO THE PASSING OF RADIOPHONE CALLS. PROCOMM HAS RECEIVED WORD THAT AT&T STATION WOO IS TO START ON A DEVELOPMENTAL BASIS SHORE-TO-SHIP FEC BROADCASTS CONTAINING THE PARTY BEING CALLED, SUITE NUMBER, AND OTHER HELPFULL INFORMATION IN A FEC SITOR BROADCAST. THIS INFORMATION WILL NOT ONLY BE VALUABLE FOR PASSENGER SHIPS, BUT ALSO FOR MERCHANT SHIPS WHERE IT IS OFTEN DIFFICULT TO GET WORD TO A CREW MEMBER DUE TO THE 24-HOUR SHIFT. HOPEFULLY THIS BROADCAST WILL INCLUDE INDICATORS SUCH AS "EMERGENCY" TO ALERT THE RADIO OFFICER THAT THIS PHONE CALL IS URGENT, AND EFFORTS SHOULD BE MADE TO RELIEVE THE WORKING CREW MEMBER (AT THE DISCRETION OF THE MASTER) FROM HIS DUTIES, AND HAVE HIM GET THE PHONE CALL. FOR SOME REASON MANY VHF TELEPHONE OPERATORS CAN'T GET IT THROUGH THEIR "BELL SHAPED" MINDS, THAT WHEN THEY CONTACT A SHIP, THEY ARE NOT ALWAYS GETTING THE PARTY BEING CALLED. HAVE YOU EVER TRIED TO EXPLAIN TO THEM THAT YOU ARE IN FACT A PUBLIC TELEPHONE STATION OWNED BY ITT, OR RCA, OR WHOMEVER, AND THAT YOU ARE NOT A "PERSON", AS IN "PERSON-TO-PERSON" TELEPHONE CALLS, AND ARE NEARLY THE TELEPHONE OPERATOR? SOME SHORESIDE TELEPHONE OPERATORS HAVE TRIED TO MAKE PERSON-TO-PERSON CALLS ONLY TO BE FRUSTRATED IN FINDING OUT THAT THERE IS MORE THAN ONE PARTY ON THE "BOAT".